

TROTTER AND PACER

District Horsemen Can Get
St. Asaph Track.

SALE SCORES BETTING

Expert Makes Strong Plan for Uplift
of the Racing Game and the Elimination
of Undesirable Citizens.
Betting Track Is Out of Question
for the Local Horsemen.

By L. D. SALE.

The question that is now agitating light harness horsemen of the District of Columbia is, Shall an entirely new trotting association be formed, and an attempt be made to lease the old St. Asaph track, or a location for a new course be sought outside of the District?

As far as leasing St. Asaph track is concerned, it is pretty generally settled that its owner will give his consent to the proposition, but asks that the matter be held in abeyance for a brief period. It is understood that he has been offered \$50,000 for the property by real estate speculators, for the purpose of subdivision. The writer of this column held a brief conversation with the owner of the track last Thursday, and went over the subject with him thoroughly.

All of the buildings at the track are, practically, intact. It is not true, as stated by an evening contemporary, that the grandstand of the course was destroyed by fire some time since.

The amiable and witty gentleman who penned those lines confounded the St. Asaph track with the old Alexander Island track, which is located, or was once located, a few rods south of Long Bridge. The grandstand of the Alexander Island track was some months ago destroyed by fire. In the same article referred to was advanced a plea for the selection of the running track at Benning for training and trotting purposes. The objection to the Benning proposition is that the soil is not fitted for trotting purposes.

The course was originally a trotting track, but the nature of the soil was such (fine sand) that fast time could not be made over it. The sand cupped under the feet of horses going over it, and in certain portions of the course the sand was so deep that in plunging through it horses labored so much as to become muscle sore. A track fitted for trotting and pacing horses will not do for runners, and vice versa. To make fast time, trotters and pacers require a rather firm footing, over which must be spread a light cushion, which latter is intended to break the concussion of the feet of horses going over it at a high rate of speed.

A brief period before racing was discontinued at Benning the course at that point was plowed up and a certain quality of dirt mixed with the original soil in order to give the track bed a firmer consistency. A model running track was the result; but the nearer one gets to a model running track the farther one gets away from a model trotting course. The requirements for each are as opposite as the gait of the two breeds. Aside from the track, Benning, with its fine buildings, location, etc., would be an ideal spot for trotting meetings.

To resell the course and make it fit for trotting and pacing races would cost thousands of dollars, and, in addition, it is not likely that the owners of the track would consent to have the thing done, in view of the great cost they were compelled to undergo in order to place the course in the condition it now is, unless the plant was purchased outright.

And right here it is pertinent to remark that young and middle-aged men who have been trained to write on baseball topics and other excellent out-door sports usually tread on dangerous ground when they attempt to write on light harness horse topics. The technicalities of the game are years to get them in trouble, and sooner or later make themselves and the papers for which they write ridiculous in the eye of the public. Had the sporting editor of our esteemed evening contemporary been wise to his job, he would not have essayed to ridicule the St. Asaph proposition and favor the track at Benning. By reason of its soil, the St. Asaph track can be made a fast one at a minimum cost.

It is easy of access. The buildings and track can be put in order at a cost of a few hundred dollars. The best trainers in Washington have looked the track over, and have pronounced in favor of it. It now remains for the horsemen of the District of Columbia who are eager for a trotting track to say whether they approve of a proposition to lease the track for a number of years to get them in trouble, and sooner or later make themselves and the papers for which they write ridiculous in the eye of the public. Had the sporting editor of our esteemed evening contemporary been wise to his job, he would not have essayed to ridicule the St. Asaph proposition and favor the track at Benning. By reason of its soil, the St. Asaph track can be made a fast one at a minimum cost.

With the reform wave mounting high in every other direction and gaining impetus as it travels, it does not seem possible that the gamblers, who have brought such disaster in racing in all sections of the country, can long hold their ground in Florida and California. Under the plea of improving the breed of the horse, the gamblers were enabled to gain their precarious foothold in Florida. The legislature of the State may take action against the merry-go-rounds located at Jacksonville and Tampa some time this winter. But, had as conditions are at the two last points named, they are as Young Men's Christian Associations as compared with what is going on at Jurez, Mexico.

Under the present laws of Virginia and the District of Columbia, betting is not permitted. There are persons who hold to the belief that in the near future public sentiment will change in regard to bookmaking. From that direction they derive their comfort is hard to understand. On the other hand, at every point of the compass the tide is rising higher and higher against gambling and gamblers. The anti-gambling crusade has even spread into Canada, and as we write these lines there is a bill before the Canadian House of Commons to prohibit gambling on Dominion race tracks. During a recent debate on the measure it was stated by Mr. Carroll, of New Brunswick, that in his province half of the starters in the trotting and pacing races were, according to his belief, sold out

Automobile News Notes and Gossip

Automobiles sold in Washington in the last ten years have broken, probably, all records for a city of 450,000 population. To-day the cars owned in the Capital represent a total investment of \$5,000,000. Records at the District Building show that there are about 4,500 numbers in use in the city now, and a great many persons have several machines registered under the same permit. This, automobile men say, indicates there are nearly 5,000 automobiles in Washington at the present.

All the factories have notified the local dealers they will put many more cars on the market next year than ever before, and plans are being made to take care of the increased business. Additional salesmen are being engaged, garages enlarged, and other plans made for the increase in business.

While there have been many high grade cars sold in this city during the year, the general public still shows favor to the popular priced machines. However, Washington bears the distinction of having more makes of automobiles than any other city of the same size in the country. There are about 30 different kinds of automobiles manufactured in the United States, and Washington has them all except about six or eight. Machines ranging about \$2,000 in price have always been the most popular, but some of the most expensive American and foreign makes are to be found here.

In every direction from Washington there are good, smooth, country roads and the attention given them by the automobile-loving public has made the city famous for its splendid motoring. The deep sand roads pack hard in good weather, and many experienced drivers say they are as pleasant to drive upon as city streets. In many parts the open country offers fair motoring.

In a recent automobile run from Little Falls, N. Y., to Cooperstown, N. Y., and back, the winner was Frank N. Shaul, who, in a Franklin motor car, made the distance in 8 hours and 30 seconds. This was closest to that of 7 hours, 35 minutes and 30 seconds which had been recently fixed by Mayor Santry. The prize won was a large silver loving cup. A coincidence of the run was the fact that a competitor in another Franklin, C. J. Lundstrum, ran so nearly on the time schedule of Mr. Shaul as to capture third place in 8 hours 8 minutes and 6 seconds. The distance was about sixty miles.

Dr. Neill, of Kingston, N. Y., lives close to the Catskill region, and as he is the owner of a six-cylinder Franklin touring car, he has frequent occasion to tell what a motor car will do in the climbing of steep grades. Twenty-eight miles southwest of Kingston and just outside of Ellenville he made a five-mile climb to the top of Cragmoor Mountain. The elevation attained was 1,700 feet, and there were six people aboard the car, which is one of the 1910 models. The climb was made in twenty minutes.

In Soane, Perth, near Launceston, Tasmania, is what is known as the High street hill, and while automobiles are not numerous in Tasmania, the climbing of this hill is a feat which is regarded as a test for those cars which are there used, and the success with which this climb was made by a Franklin touring car which not long ago was secured by William Gibson is a subject of comment in the Launceston Examiner. After describing this 28-horsepower model, it says: "The car under review is very fast on hills, High street hill up to 'Biffons' being taken at a remarkably rapid rate."

Charles P. Costello, of Los Angeles, after having a year's use of his Franklin motor car, still has in all four tires the air which they were originally filled. They are Diamonds and have never been punctured, although they have been used for a distance of 4,500 miles. The car is a 28-horsepower touring car.

Now that the motor car industry has begun to assume a somewhat definite perspective, it seems but a few years ago when the owner who started on a trip of over 100 miles must needs be an expert sort of a fellow. More than that, he was to have some knowledge of mechanics, likewise some muscular ability to cope with the problems. Although more than a few years ago, it is but a short time ago, reckoned by the normal growth of industries, that these things were true. What a change has been made, what an advance performed, is shown by the following, an extract from a letter sent to J. W. Maguire, of Boston, by Franklin W. Hobbs. What is of particular interest is that this is the point of view is that of

the motor car user of to-day as compared with that of his predecessor of a few years ago. Mr. Hobbs says: "I have just returned from an 800-mile trip through the White Mountains, Green Mountains, and the Berkshire Hills in my 1909 30-horsepower six-cylinder Pierce-Arrow car. I think you will be interested to know that, although the car has been running steadily since I received it in May and before starting on this trip had covered over 5,000 miles, the engine ran perfectly during the entire trip, and we never opened the hood except to oil the engine. We came through the entire trip without a puncture or a blowout, and the tires were in splendid condition. In fact, I made a 'perfect score,' which seems to be the usual thing with Pierce-Arrow cars."

Highly indicative of a marked trend in the manufacture of the highest grade of motor cars this year is the action of one company in equipping all its cars with head and side lamps of its own design. Almost every year since it began the manufacture of cars has been with this company the adoption of some particular design that marks the car as distinctively the eye as the high grade of the workmanship, material, and design does after a thorough inspection of the chassis.

This season all Pierce-Arrow cars are fitted with head lamps of octagonal form, differing in a noticeable way from the regulation round head lamps so generally used. On the touring and other open cars the side lamps are square, while on the enclosed cars they are octagonal with glass sides and front. The designs are the product of the art department of the Pierce-Arrow Motor Car Company and are used exclusively on cars of this make. A feature of decided advantage is the wiring of the car for the use of incandescents in the side lamps, if the owner so desires.

In his nineteenth year Dr. Simon G. Bell, of Rosedale, near Kansas City, Mo., covered within five days recently 1,150 miles in a seven-passenger Franklin touring car which he recently secured. This run with his automobile is made notable not only by the fact that it is that of a non-automobilist, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a boulevard advocate, and in the country all about his home he is now able, with his new automobile, to enjoy traveling over improved highways for which he worked when a legislator, but that it marks the climax in the career of one of Missouri's pioneer promoters of good roads. For fifty-two years Dr. Bell has been a